

IN THE SPECIFICATION:

Please amend paragraph [0025] and [0026] as follows:

[0025] With reference to Figures 1 to 5, in actual use, the position of the carriages 4 with respect to the frame 2 adapts automatically in dependence of the roughness of the terrain. When vehicle 1 travels over flat ground, the carriages 4 remain in the intermediate reference position (Figure 5 and the parts shown by the continuous lines in Figure 2), and each pin 30 is set to a first operating position in which the respective axes 17 and 40 are parallel to the central axis 21 and lie in a plane Q perpendicular to the horizontal hinge axis 10 and parallel to the oscillating planes of the carriages 4. Conversely, when vehicle 1 travels through a dip or over a bump, the carriages 4 rotate in opposite directions about the horizontal hinge axis 10, so that the cross member 18 rocks about the central axis 21 in the plane P. As the carriages 4 and the cross member 18 oscillate, the axes 17 are retained by the structures 6 to rotate about the horizontal hinge axis 10 in respective planes Q, while the axes 40 are retained by the cross member 18 and articulated the joints 44 to rotate about the central axis 21. As a result of the difference between the trajectories of the axes 17 and 40 in plane P, each pin 30 rotates in their seats 15, 16 about respective axes 17 automatically so as to vary the effective length of the cross member 18, i.e., the difference between the respective axes 17.

[0026] Each pin 30 is free to rotate from the first operating position (Figures 2 and 5), in which the cross member 18 is of a length of value L1 (Figure 2), to a second limit operating position (Figures 2 and 4), in which the

axes 17, 40 intersect the same line R, radial with respect to the central axis 21, and the effective length of the cross member 18 takes up a value L2 greater than L1. More specifically, the difference between values L1 and L2 equals twice the eccentricity of the portion 38.

Please amend Paragraph [0035], the ABSTRACT OF THE DISCLOSURE, as follows:

[0035] A crawler vehicle has a frame extending along a longitudinal axis of the vehicle, and two lateral track carriages oscillating with respect to the frame about a rear transverse axis. Each carriage is connected to a front cross member by a respective connecting assembly having a pin, which permits relative oscillation of the cross member and the carriage about a hinge axis perpendicular to the rear transverse axis, and has an eccentric portion for varying the-size effective length of the cross member between two given values as the carriages oscillate about the rear transverse axis.